WEYMOUTH

PORT HEALTH AUTHORITY.

ANNUAL REPORT

OF THE

Medical Officer

FOR YEAR ENDING

31st December, 1947.

E. J. GORDON WALLACE, M.B., Ch.B., D.P.H.,

Port Medical Officer

from 1st January, 1948.

Telegram Printing Works, Weymouth.

WEYMOUTH

PORT HEALTH AUTHORITY.

Chairman :	Alderman W. Moggeridge	
Members :	Alderman A. Biles, J.P.	Weymouth Borough Council
	Alderman A. P. Burt, J.P.	
	Councillor H. W. Haines	
	Councillor H. A. Medlam	
	Councillor E. W. Priddle	
	Councillor Mrs. C. Wootton, M.A.	
	Councillor J. A. Attwooll	Portland U.D. Council
	Councillor B. S. W. Fancy	
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	Mr. H. M. Doddington	Wareham and Purbeck R.D. Council
	Commander F. R. Holland Swann	
	Mr. C. J. Green	Dorchester R.D. Council
	Mr. C. G. S. Vine	

Clerk : G. G. H. Symes, M.A., Solicitor.

Medical Officer : Dr. E. J. Gordon Wallace.

Sanitary Inspector : Mr. E. V. Abbey, M.S.I.A.

WEYMOUTH

PORT HEALTH AUTHORITY.

February, 1948.

To the Chairman and Members of the Weymouth Port Health Authority.

Mr. Chairman, Mrs. Wootton and Gentlemen,

In accordance with Article 17 (5) of the Sanitary Officers' (Outside London) Regulations, 1935, I have to submit for your information and consideration the Annual Report for the year 1947 of your Medical Officer of Health.

A tabular statement giving the statistical information required by Article 27 (18) of the Regulations has already been forwarded to the Ministry of Health. These tables are reproduced in this Report.

As requested in Ministry of Health Circular 161/47, this Report is drawn up on the lines indicated in Memorandum 302/S.A.

Dr. M. J. Saunders acted as your Medical Officer of Health for the entire year, and this Report is, therefore, drawn up on the lines followed by Dr. Saunders in previous years.

I understand that no unusual occurrences took place and it was not necessary to make any special report to the Minister of Health during the year.

It is with great pleasure that I record my appreciation of the ready assistance given me by Mr. E. V. Abbey, Port Sanitary Inspector, in the compilation of the statistics for this Report.

I have the honour to be, Gentlemen,

Your obedient Servant,

E. J. GORDON WALLACE,

Port Medical Officer.

CONSTITUTION OF PORT HEALTH AUTHORITY.

The Port was permanently constituted a Port Sanitary District by the Local Government Board on October 1st, 1897.

The Weymouth Port Health Authority consists of fifteen members chosen by the respective riparian Authorities as follows:—

Seven by the Mayor, Aldermen, and Burgesses of the Borough of Weymouth and Melcombe Regis.

Four by the Urban District Council of Portland.

Two by the Rural District Council of Dorchester.

Two by the Rural District Council of Wareham and Purbeck.

LIMITS OF JURISDICTION.

"A line drawn due South from the seaward extremity of the common boundary of the parishes of Puncknowle and Abbotsbury to the nearest point in the seaward boundary of the Customs Port of Weymouth, a line drawn from such last-mentioned point and thereafter following the seaward boundary of the Customs Port of Weymouth to the point at which the said boundary is intersected by a line coincident with the common boundary of the Customs Port of Weymouth and Poole, and a line drawn from such last-mentioned point, and thereafter following the common boundary of the Customs Port of Weymouth and Poole to its termination at St. Alban's Head in the parish of Worth Matravers; together with the waters of the said Port of Weymouth within such limits, and all docks, basins, harbours, creeks, channels, roads, bays, and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs boarding station or stations for such part of the said port, and the

place or places for the time being appointed for the mooring or anchoring of ships for such part of the said Port, under any regulations for the prevention of the spread of disease issued under the authority of the Statute in that behalf, and for the purposes of any such regulations as aforesaid, shall also extend to any ship which in pursuance thereof, or of any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or shall be on its way hither."

APPORTIONMENT OF EXPENSES.

The Town Council of the Borough of Weymouth and Melcombe Regis and the Urban District Council of Portland each contribute according to the full rateable value of their districts. The Councils of the Rural Districts of Wareham and Purbeck and Dorchester contribute according to one-half the rateable value of their riparian parishes.

TABLE A.

1.—Amount of Shipping entering the Port during the Year 1947.

	Number.	Tonnage.	Number inspected. By the Medical Officer of Health.	Number inspected. By the Sanitary Inspector.	Number reported to be defective.	Number of vessels on which defects were remedied.	Number of vessels on which defects were found and reported to Ministry Transport Surveyors.	Number of vessels reported as having, or having had during the voyage, infectious disease on board.
Foreign :—								
Steamers ...	436	302375	11	420	10	7	—	—
*Motor ...	87	23825	21	71	2	1	—	—
Sailing ...	—	—	—	—	—	—	—	—
Fishing ...	6	147	—	4	1	1	—	—
Total Foreign	529	326347	32	495	13	9	—	—
Coastwise :—								
Steamers ...	58	29797	—	41	19	14	—	—
*Motor ...	151	9312	—	33	10	8	—	—
Sailing ...	1	63	—	1	—	—	—	—
Fishing ...	4	26	—	2	—	—	—	—
Total Coastwise	214	39198	—	77	29	22	—	—
Total Foreign and Coastwise	743	365545	32	572	42	31	—	—

*Includes mechanically propelled vessels other than steamers.

TABLE B.

II.—Character of the Trade of the Port.

(a) Passenger Traffic during the year.

No. of Passengers.	1st and 2nd Classes.	3rd Class.	Transmigrants.
Inwards ...	58729	Nil	Nil
Outwards ...	65141	Nil	Nil

These figures represent the passenger traffic between Weymouth and the Channel Islands.

No passengers were landed from foreign ports during the year.

(b) Cargo Traffic.

(1) Principal Imports during the year were fruit and vegetables from the Channel Islands and the North of France. Cargoes of oil-cake, building materials, including timber, and oil, from both foreign and coast-wise, were also discharged.

(2) Principal Exports. Until the beginning of the Second World War in 1939, the Port was chiefly used for the supply of bunker coal to steamers from the coal hulks in Portland Roads.

Early in the war, these hulks were destroyed by enemy action, and it is understood that they are unlikely to be replaced. Very little bunkering is now done; and that only in emergency by arrangement with the Admiralty.

Exports from Weymouth consisted mainly of general foodstuffs, hardware, clothing, general merchandise, grain, agricultural machinery and livestock, artificial manures and motor vehicles—in transit to the Channel Islands.

At Portland, the principal export is the world-famous Portland stone.

(3) Foreign Ports from which vessels arrived during 1947:—

Abadan, Antwerp, Bergen, Bilboa, Boulogne, Cherbourg, Corunna, Cuxhaven, Dieppe, Ghent, Gruvin, Hamburg, Lake Vennan, Nemoirs, Roscoff, Rotterdam, Rouen, St. Malo, Takoradi, Trinidad.

MEDICAL INSPECTION OF ALIENS.

The Port is not approved for the landing of aliens.

III.—WATER SUPPLY.

(a) Source of Supply.

(a) For the Port. Water is supplied from the mains of the Weymouth Waterworks Company and the Portland Urban District Council, both supplies being chlorinated at the source.

(b) For Shipping. Vessels coming alongside at either Weymouth or Portland are supplied by hosepipes direct from hydrants, attached to the mains. Vessels in Portland Roads are supplied by Admiralty water boats.

(c) Hydrants and Hosepipes. Hosepipes are well flushed out after attachment to the hydrants, and before being put into operation for filling the tanks.

(d) Number of Water Boats and their Sanitary Condition. The Port Health Authority possess no water boats of its own. There are three Admiralty water boats which supply vessels in Portland Roads. Their sanitary condition is the responsibility of the Naval Authorities.

IV.—PORT HEALTH REGULATIONS, 1933 and 1945.

(1) Arrangements for dealing with Declarations of Health.

Health Declaration Forms are in the possession of H.M. Customs, pilots, and the shipping agents for use as required.

The master of every foreign-going vessel approaching the Port is supplied by the pilot boarding the vessel with a copy of the Form of Declaration of Health as prescribed in the Fifth Schedule of the Port Heath Regulations (as amended). When

completed by the master, this Form is handed to the Customs Officer or the Officer of the Port Health Authority, whoever is first to arrive on board. If the answer to any of the health questions on page 1 of the declaration is in the affirmative, free pratique will not be granted by His Majesty's Customs until the vessel has been visited by the Port Medical Officer. Officers of the Port Health Authority, arriving on board before the Officer of Customs, complete an "All Clear" certificate, when circumstances permit, to be delivered to the Customs Officer on his arrival. Health declarations tendered to, and in the possession of His Majesty's Customs, are collected and filed by the Sanitary Inspector.

(2) Boarding of Vessels on Arrival.

The following classes of vessels are boarded by the Medical Officer of Health on their arrival:—

(a) All vessels flying the Two Flag Signals, "Q.Q." or "Q.L.," by day, or showing the appropriate lights, by night.

(b) All vessels in relation to which a declaration of health has been completed, and in which the answer to any of the questions on page 1 is in the affirmative.

(c) All vessels which, although they may possess a clean declaration of health. have come from or called at any foreign port or seabord which is included in the list of infected ports.

(3) Notification to the Authority of inward vessels requiring special attention (wireless messages, land signal stations, information from pilots, Customs Officers, etc.).

Vessels arriving from ports South of Brest and North of the Elbe must be navigated into the Port by either a licensed pilot, or a master or mate holding a license from the Weymouth Sub-Commissioners. Masters of vessels arriving from the scheduled list of ports, or having infectious or suspected infectious disease on board, are instructed by the pilots to hoist the quarantine flag by day and the quarantine lights by night, and to anchor in the Roadstead, pending examination by the M.O.H. On the arrival of such vessels in the Roads the M.O.H. is informed by telephone, by H.M. Customs. The agents of the vessel also notify the M.O.H. The M.O.H., Deputy M.O.H., and Sanitary Inspector have each a telephone

at their private addresses. Notification of arrival of vessels is also sometimes received from the Admiralty Signal Station. Grove Point, and from wireless messages relayed by telephone from Niton Radio, Isle of Wight.

(4) Mooring Stations designated under Article 10: (a) within the docks,

It has not been proved practicable at either Portland or Weymouth to establish, within the docks, a special mooring station for infected or suspected ships. Arrangements have therefore been made, with the concurrence of H.M. Customs and Harbour Master and with the approval of the Ministry, that such ships will be allowed to proceed to their ordinary berths within the docks, but will be breasted off until the arrival of the Medical Officer.

(b) Outside the Docks.

It has been agreed with the Chief Officer of H.M. Customs that the old mooring station in Portland Harbour shall be used for quarantine purposes. The outer mooring station in Portland Harbour is within hailing distance of all ships passing into Weymouth or Portland, and the Harbour Masters concerned have agreed that any infected or suspected ship shall be directed in good time to proceed to the outer mooring station for inspection by the Medical Officer.

The arrangement for breasting off infected or suspected ships at their ordinary berths within the docks is purely a formal compliance with the Regulations, as, except in the case of some minor infectious disease, such a ship would not be allowed to come alongside the docks until it had been boarded and inspected by the Medical Officer and all appropriate action taken.

(5) Standing Exemptions from Provisions of Article 14.

It has been deemed advisable for the present not to grant any standing exemptions from the provisions of this Article.

(6) Experience of working Article 16.

No difficulty has been experienced in working Article 16 of the Regulations.

(7) (a) Premises and waiting rooms for medical examination.

No such premises are provided by the Port Health Authority.

(b) Cleansing and disinfection of ships, persons and clothing and other articles.

Quarters requiring cleansing and disinfection are treated with the disinfectant most suitable for the circumstances. Formaldehyde, sulphur dioxide under pressure in cylinders, and proprietary insecticides incorporating D.D.T. are used as required.

Delousing of verminous persons and disinfestation of clothing and other articles are carried out by arrangement with the Weymouth Borough Council, which has a modern cleansing station and steam disinfector.

(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations.

The Weymouth Isolation Hospital, administered by the Weymouth and Portland Joint Hospital Board, is available for this purpose.

(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Small-Pox, and other infectious diseases.

Any cases of infectious disease, with the exception of Small-pox, are admitted to the Weymouth Isolation Hospital. Arrangements have been made for any case of Small-Pox to be accommodated at the Small-Pox Hospital, Arne, near Wareham.

(e) Ambulance Transport.

The motor ambulances provided by the Weymouth Borough Council and the Portland Urban District Council are available on hire when required.

(f) Supervision of Contacts.

Where it appears reasonably necessary to prevent the

spread of infection either in the district of the Health Authority or elsewhere, contacts are prohibited from leaving ships until the requisite arrangements have been made for their cleansing or disinfection as soon as they land and then only on condition that they shall proceed to the place appointed for that purpose.

In addition to the above precautions, all contacts are to give to the Medical Officer the precise address to which they are proceeding in the first place after landing, so that the Medical Officer of Health of the district concerned may be informed, and if they change their address at any time within 14 days of disembarkation, they are warned to notify forthwith their new address to the Medical Officer of the Weymouth Port Health Authority.

In order to facilitate matters in this respect, and make it easier for these requirements to be fulfilled, all contacts, before leaving ships, are supplied with printed postcards (Form P.S.3) which contain all the necessary instructions with regard to their obligations under Article 16 (3) of the Regulations, and which require only a few spaces to be filled in before posting.

(8) Arrangements for the Bacteriological or Pathological Examination of Rats for Plague.

Arrangements have been made for any necessary examinations to be carried out at the Dorset County Laboratory, Dorchester.

(9) Arrangements for other Bacteriological and Pathological Examinations.

The Dorset County Laboratory at Dorchester is fully staffed and equipped to undertake any examinations which may be required.

(10) Facilities for diagnosis and treatment of Venereal Disease.

There is a V.D. Clinis at 1a, Wyke Road, Weymouth, staffed by a specialist Medical Officer, who is prepared to give special facilities to merchant seamen whose available time on shore does not permit them to attend at the usual clinic hours

This V.D. Clinic is attached to Portwey Hospital, where in-patient accommodation is available if required.

Enquiries are made on all ships entering the Port, either by the Medical Officer or the Port Inspector, as to the occurrence of Venereal Disease on board. Notices of warning as to the dangers of neglect of proper treatment of these diseases, and giving the address and hours of the nearest Clinic, are handed to the master. Information is also given to seamen suffering from Venereal Disease, and who are proceeding to other towns, as to where treatment can be obtained.

In accordance with the suggestions made by the Special Commission on the Application of the Brussels Agreement in their second communication issued in January, 1937, the Port Authority has also furnished all necessary information on the treatment of Venereal Disease to the local Consuls, and Seamen's Homes, in order that seamen may readily obtain the information from these sources.

(11) Arrangements for the Interment of Dead.

A ship entering the Port with a dead body on board is immediately visited by the Medical Officer, with a view to examining the body and making any necessary enquiries regarding the cause of death. If it is believed that death was due to an infectious disease, the body is removed to the mortuary of the Weymouth Isolation Hospital. If death was due to causes not of an infectious nature, the body is removed to the nearest public mortuary. In either case the body is detained in the mortuary pending the Coroner's instructions.

Interment of infectious cases is carried out in a local burial ground under the supervision of the Health Authority, while interment of non-infectious cases may be carried out locally, or the body sent by rail to deceased's home by arrangement with the shipping agents.

(12) Other matters, if any, requiring or receiving attention.

Since the Shipping Agents withdrew their tugs from Portland Harbour in the early part of the war, boarding facilities have been very unsatisfactory. The Weymouth Port Health Authority does not possess a boarding launch of its

own, and difficulty is often experienced in hiring a suitable craft, especially at night. The Sanitary Inspector is usually able to hire a motor-boat at Weymouth for his day-time duties, but as most of the boarding has to be done from Portland, where no suitable motor-boats are at present available, it means that the Medical Officer and Sanitary Inspector are frequently obliged to brave the elements in a small open boat. Fotunately, but not as a standing agreement, on the few occasions when a sick man had to be landed, the Admiralty came to our assistance by providing a drifter for such purpose. The matter of purchasing a suitable craft, both for boarding vessels and landing cases of illness, has been considered by the Authority, but the expense involved has so far proved to be a stumbling block.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	Number of Cases during the year.		Number of Vessels concerned.	Average No. of Cases for previous 5 years.
	Passengers.	Crew.		
Nil	Nil	Nil	Nil	Nil

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the voyage, but disposed of prior to arrival.

Disease.	Number of Cases during the year.		Number of Vessels concerned	Average No. of Cases for previous 5 years.
	Passengers.	Crew.		
Nil	Nil	Nil	Nil	Nil

No cases of Plague, Cholera, Yellow Fever, Small-Pox or Typhus occurred, no plague-infected rats were discovered, and no severe outbreak of Malaria took place on any arriving ship during the year.

V.—MEASURES AGAINST RODENTS.

(1) Steps taken for Detection of Rodent Plague.

(a) In Ships in the Port.

Vessels from plague-infected ports very rarely discharge cargo in this Port, but any such vessel would be boarded by

the Medical Officer for inspection of crew and passengers, while the Sanitary Inspector would make careful enquiries and investigations as to any evidence of any plague-infected rats on board. Any rats found dead or trapped would be submitted for expert bacteriological examination.

(b) On Quays, Wharves, Warehouses, etc., in the vicinity of the Port.

Wharves and warehouses along the quay-sides are not within the jurisdiction of this Port Health Authority, but close liason is maintained with the rodent control staff of H.M. Dockyard and of the Portland and Weymouth Local Authorities.

(2) Measures taken to Prevent the Passage of Rats between Ships and the Shore.

As only relatively small vessels which seldom, if ever, come from plague-infected ports, unload cargo either at Weymouth or Portland, the usual methods of preventing rats from getting ashore are not thought to be justified under normal circumstances, as the cost of loading and unloading would be greatly increased thereby.

Definite precautions would, of course, be taken if there was thought to be the least risk of plague being imported.

(3) Methods of Deratisation of:—

(a) Ships.

At the present time trapping is the only method used, but the Sanitary Inspector is thoroughly familiar with all modern methods of deratisation.

(b) Premises in the vicinity of Docks and Quays.

The Port Health Authority has no jurisdiction over these premises, but the Sanitary Inspector is in close touch with the Local Authority staff responsible for this work in Weymouth and Portland. An Admiralty employee is engaged part-time on rodent control work in Portland Dockyard.

Rats destroyed during the year.

TABLE E.

(1) On Vessels.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black ...	Nil	—	—	—	—	—	—	—	—	—	—	—	Nil
Brown ...	Nil	—	—	—	—	—	—	—	—	—	—	—	Nil
Species not recorded...	Nil	—	—	—	—	—	—	—	—	—	—	—	Nil
Examined ...	Nil	—	—	—	—	—	—	—	—	—	—	—	Nil
Infected with Plague ...	Nil	—	—	—	—	—	—	—	—	—	—	—	Nil

TABLE F (Weymouth Harbour only).

(2) In Docks, Quays, Wharves, and Warehouses.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Brown ...	30	—	50	30	8	10	—	—	2	—	—	10	140
Species not recorded...	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined	—	—	—	—	—	—	—	—	—	—	—	—	—
Infected with plague ...	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague infected Ports arriving in the Port during the year.

No vessels, to be included in Table G, arrived in the Port during the year.

TABLE H*.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued After fumigation with H.C.N.	Sulphur.	H.C.N. and Sulphur.	After Trapping, poisoning, etc.	Total	No. of Deratisation Exemption Certificates issued.	Total Certificates issued.
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	4	—	—	—	—	—	4	4
,, from 300 tons to 1,000 tons...	—	—	—	—	—	—	—	—
,, from 1,001 tons to 3,000 tons	1	—	—	—	—	—	1	1
,, from 3,001 tons to 10,000 tons	3	—	—	—	—	—	3	3
,, over 10,000 tons	—	—	—	—	—	—	—	—
Total ...	8	Nil	Nil	Nil	Nil	Nil	8	8

*Applicable only to those Ports approved by the Minister of Health for the issue of Deratisation Certificates and Deratisation Exemption Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926 (Form Part II.).

VI.—HYGIENE OF CREW'S SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel.	Number inspected during the year.	Defects of original construction.	Structural defects through wear & tear.	Dirt, Vermin & other conditions prejudicial to health.
British ...	507	3	17	14
Other Nations	65	Nil	6	2
Total ...	572	3	23	16

VII.—FOOD INSPECTION.

(1) The Public Health (Imported Food) Regulations, 1937; the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940.

The following information supplied by the Port Sanitary Inspector, who also acts as Assistant Food Inspector, shows the action taken during the year:—

Foods.	Quantities.	Dates Detained.	Action taken.
Vegetables	335 tins	5.8.47	Detained on board and removed ashore later by Ministry of Transport Inspector
Cocoa	64 lbs.	,,	
Fruit	25 tins	,,	
Dried Eggs	70 lbs.	,,	
Milk (Condensed)	572 tins	,,	
Corned Beef	36 lbs.	,,	

(2) Shellfish.

The Prescribed Area under the Weymouth (Shellfish) Regulations, 1922, is " Portland Harbour and so much of the adjacent waters as lie to the west of a straight line drawn from the Southern extremity of Redcliffe Point to the Eastern extremity of Grove Point, including the Backwater of Weymouth Harbour".

The above information is included in a Warning Notice—on a board erected in the Harbour at the foot of Boot Hill, Weymouth—which reads as follows:—

" Notice is hereby given—That any person who for
" human consumption Sells or Exposes for Sale,
" Distributes or Offers for Sale, contrary to the Order, any
" Oysters, Cockles, Mussels, Periwinkles, Razor Fish,
" Squins or Butterfish brought from the Prescribed
" Area hereinafter described shall be deemed to be acting
" in contravention of the said Regulations and liable to a
" Penalty of £100 and continuing daily penalty of £50".

I am indebted to our Chairman, Alderman William Moggeridge, who is a well-known authority on fish and shell life, for the following information:—

" There are now no Oyster Beds being dredged in the
" district, and indeed only very small quantities of shell-
" fish are brought in. These consist mostly of scallops,
" which after being cleaned by the fishermen are sold
" locally and are invariably cooked by frying or boiling
" before being eaten.

" Since the Westham Embankment Bridge was built,
" there has been no shellfish life in the upper reaches of
" the Backwater, although cockles and winkles can still
" be collected between the Embankment Bridge and the
" Town Bridge. These cockles and winkles must be
" boiled before being eaten. Only very small quantities
" of shellfish are collected from the foreshores for
" individual use".

It is of interest to record that Mr. Moggeridge considers that the dearth of oysters in this neighbourhood is in all probability due to the presence in more recent years of large numbers of Slipper Limpets (Crepidula fornicata) which is still increasing in numbers locally. This mollusc is a deadly enemy of the oyster.

No case of Infectious Disease attributable to shellfish has been notified during the year.

(3) Number of Samples of Food examined by:—

(a) Bacteriologist—nil.

(b) Analyst—nil.

Weymouth Port Health Authority.

Inspector's Office,

Portland Harbour,

Dorset,

February 16th, 1948.

To Dr. E. J. Gordon Wallace,

Port Medical Officer.

Sir,

In accordance with the requirements of Article XXVII. (18) of the Sanitary Officers' (Outside London) Regulations, 1935, I herewith submit particulars of my work during 1947 as Port Health Inspector and Assistant Food Inspector to the Weymouth Port Health Authority.

Particulars of Ships inspected in the Port during 1947.

Nationality.	Where Inspected.	
	Weymouth.	Portland.
British	... 452	55
American	... 0	1
Belgium	... 1	1
Danish	... 1	0
Dutch	... 10	3
Finnish	... 1	0
French	... 31	1
German	... 1	0
Irish	... 0	1
Norwegian	... 1	1
Swedish	... 11	0
Totals ...	... 509	63

Classification :—

Foreign Steamships ...	... 398	22
,, Motor Vessels	... 71	0
,, Sailing Vessels	... 0	0
,, Fishing Vessels	... 4	6
Total Foreign	... 473	22
Coastwise Steamships	... 13	28
,, Motor Vessels	... 20	13
,, Sailing Vsesels	... 1	0
,, Fishing Vessels	... 2	0
Total Coastwise	... 36	41
Total Foreign and Coastwise	... 509	63

Nature of Inspections made during the year 1947.

Total Number of Vessels Inspected	572
Re-inspections after the giving of Notices	51
Inspections of Water Boats	0
Re-visits to Ships discharging Food Cargoes	40
Visits in connection with the Deratisation of Ships, under the Port Sanitary Regulations, 1933	73
Total ...	736

Number and Result of Notices Served.

The following table shows the number of notices served during the year and the number which were satisfactorily complied with :—

	Notices Served.	Notices complied with.
Informal	42	31
Statutory	0	0

Food Inspection.

456 visits, and 40 re-visits, were made to vessels discharging food cargoes during the year. One mixed consignment of ships' stores was dealt with as unsound and handed over to the Ministry of Transport Food Inspector for disposal. Details of this consignment are included in the Report.

The total number of packages of food landed in the Port during 1947 was:—

Tomatoes	...	5,130,424 packages	Weight	32,993	tons
Various Fruit and Vegetables	...	79,157 ,,	,,	516	,,
Potatoes	...	6,870 ,,	,,	136	,,
Broccoli	...	24,896 ,,	,,	348	,,
Onions	...	34,575 ,,	,,	1,181	,,
Shellfish	...	45 ,,			
Flour	...	329 bags			
Miscellaneous	...	835 packages			

The total number of packages of foods landed during 1947 was 5,267,131.

I wish to express my thanks to the Chairman and Members of the Port Health Authority and to Dr. M. J. Saunders, the late Port Medical Officer, for the support and consideration afforded me during the year. Also to the Officers of H.M. Customs Waterguard, the Naval Stores Officer and Staff, the Manager of the Portland Coaling Company, and various members of the Great Western Railway Company's Office and Pier Staff, for the assistance which has been so willingly accorded to me.

I am, Sir,

Your obedient Servant,

EDWARD V. ABBEY,

Port Health and Assistant Food Inspector.

